

Remarks:

This amendment is submitted in an earnest effort to advance this case to issue without delay.

The priority papers were filed with the original application papers and their receipt was acknowledged in the above-mentioned Examiner's Action. The undersigned hereby reiterates the priority claim made in the earlier-filed Declaration.

The claims have been amended to define the invention with greater particularity over the art.

Amended claim 1 describes as shown in the drawing a railroad box car comprising:

- a truck-carrying railroad chassis 1;
- a horizontal floor 6 on the chassis 1;
- a horizontal roof 13 above the floor 6;
- a pair of upright and transverse end walls 7 and 8 between the roof 13 and floor 6;
- a pair of upright and longitudinal side walls 9 between the end walls 7 and 8, roof 13 and floor 6, the side and end walls 7, 8 and 9 forming a closable longitudinally extending space 16, the walls 7, 8, and 9 each being formed of an inner skin 14, an outer skin 15, and a mass of cellular plastic foam between the skins 14 and 15

bonded at least to an outer face of the respective inner skin 14, at least one of the side walls 9 being formed by a two longitudinally slidable doors 11 together extending substantially a full longitudinal length of the space 16 and movable into open positions giving open transverse access to the entire space 16; and

means 30 for conditioning air in the space 16.

Thus amended claim 1 clearly describes a system where the side, not the end, of the insulated box car can be opened up along its full length for loading in freight. This is a huge advantage to the prior-art insulated cars where, to maintain insulation integrity, a small door is normally provided so that the fork lifts loading the box car must enter at one point and then travel longitudinally in the car to fill it.

New amended claim 18 is similar to claim 1 except that, rather than being aimed at the feature enabling the side of the care to be completely opened up, it is aimed like original claim 9 at the fact that each door has as shown in end view (FIG. 2) a vertical panel and an angled panel 17, the former being guided on the floor 6 and the latter on the roof 13. This allows the car to have the desired rounded-top shape allowing it to be of maximum height and still fit through tunnels, while at the same time a full-height load can be admitted through the side door and loaded

into the box car. Once again, the advantage is that loading the insulated box car of this invention is greatly facilitated.

In the main reference, US patent 6,722,287 of Norton shows the admitted state of the prior art. The insulated box car has a short central door offering only limited transverse access to the interior of the car. In addition the door is clearly a single flat panel with no angled upper edge. Thus this reference lacks critical structure recited in claims 1 and 18 and cannot form a §102 rejection of them. Since there is no suggestion to make the door of Norton longer and pair it with another door, and no suggestion to shape it with an inwardly angled upper portion, a §103 rejection is similarly out of the question.

US patent 6,138,580 of Thoman is cumulative to Norton. It also shows an insulated box car with a single short side door formed by a single vertical panel. Thus this reference not only adds nothing to the teachings of Norton, but also shows the unobviousness of the instant invention.

In US patent 4,683,678 of Cummings a pair of short doors 12 and 14 is shown. Both are formed as a single panel, so this reference teaches away from new claim 18. In addition together these two doors only offer access to a small fraction of the interior of the box car, not its "full length" as defined in

amended claim 1. Cummings adds nothing to the teachings of Norton and Thoman to form a valid §103 rejection of claims 1 and 18.

The last applied reference, US patent 4,438,595 of MacDonald shows another single short door, so it is cumulative to Norton, Thoman, and Cummings.

Thus nothing in the art suggests two sliding doors that can be slid aside to allow access to the full length of the box car. Neither does anything in the art suggest providing a door with an angled upper part. Thus claims 1 and 18 and the claims dependent on them are clearly allowable. Notice to that effect is earnestly solicited.

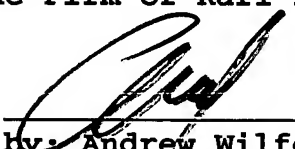
If only minor problems that could be corrected by means of a telephone conference stand in the way of allowance of this

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case, the examiner is invited to call the undersigned to make the necessary corrections.

Respectfully submitted,  
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Enclosure:                      None.